



I-25: The New Pueblo Freeway





ILEX STREET TO CITY CENTER DRIVE

Project Update

Joe DeHeart, PE
CDOT Resident Engineer

March 8, 2016



Project Goals

- Build the Ilex Design-Build project with minimal impacts to the traveling public
- Exhibit technical competency/innovation, maximize the use of RAMP funding by providing Additional Requested Elements (AREs), and develop aesthetically pleasing regional Project features
- Demonstrate a commitment to enhance the established project values of safety, quality, integrity and communication/teamwork
- The Ilex Design-Build project was designed with respect for traditions and trends of Pueblo community
- Project consistent with New Pueblo Freeway Environmental Impact Statement and the Phase 1 Record of Decision
- Construction cost estimate = \$69 million



Project Purpose & Benefits

- Improve highway safety by creating accel/decel lanes between the City Center Drive interchange and the Ilex interchange and increasing the design speed of "the" curve north of the Arkansas River.
- Upgraded bridges resulting from widening, rehabilitation or replacement
- Enhanced drainage, water quality
- New bridge railing, guardrails, median barriers, lighting, signing, sidewalks, striping
- Landscaping along Interstate through project
- Minimal impacts to travelers during construction



Project Schedule

- Contractor: Flatiron Constructors and HDR Design/Build team
- Spring 2015 to Fall 2016: Northbound I-25 bridge widening, new bridge construction, drainage work
- Fall 2016 to Fall 2017: Southbound I-25 new bridge construction and drainage work
- Summer 2015 to Summer 2017: Bridge rehabilitation work and bridge widening
- Project completion: Fall 2017





Funding

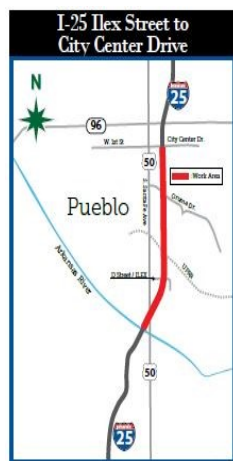
State of Colorado revenues from a safety fee on vehicle registrations have helped fund the Ilex Design-Build project.

Two funding sources for the project:

- CDOT Bridge Enterprise
- CDOT RAMP (Responsible Acceleration of Maintenance and Partnerships)
- City of Pueblo and Pueblo County - as Partners - provided financial contribution in the form of roadway devolutions.



Location of Work



Current work areas



Structure Work

Replacement of Bridges

- On I-25 over D Street
- On I-25 over Phelps Creek Trail
- On I-25 over Union Pacific railroad tracks
- On I-25 over Gruma Drive

Rehabilitation of Bridges

- Santa Fe Avenue (US 50C) bridge over the Arkansas River
- Northern Avenue and Mesa Avenue bridges over I-25
- Bridges on I-25, including northbound over Santa Fe Avenue and over Indiana Avenue

Widening of I-25 bridges

- Over City Center Drive (Nearing completion)
- Over Santa Fe Avenue (Nearing completion)
- Over Indiana Avenue



Now – lets step up a level

- The Ilex project is just one part of the entire New Pueblo Freeway Corridor.



New Pueblo Freeway – Environmental Impact Statement and Record of Decision

- In 2000, the Federal Highway Administration and Colorado Department of Transportation initiated an Environmental Impact Statement of I-25 through Pueblo
- Needs were identified and transportation problems defined through National Environmental Policy Act of 1969
- EIS signed Aug 15, 2013
- ROD Phase 1 signed April 17, 2014



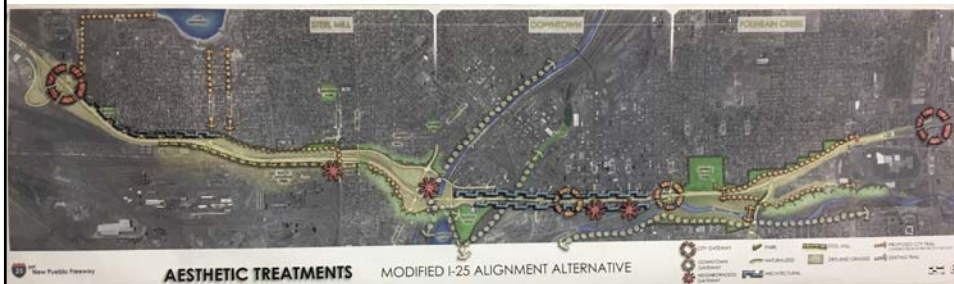
Difference Between the 2 Documents

- The Environmental Impact Statement is a document that chronicals a planning process and all the public input that helped shape the plan.
- The Record of Decision is a document that allows FHWA/CDOT to construct what has been identified in the plan and also the legal commitment to the various mitigations identified in the plan.
- Both of those documents are FHWA documents and CDOT implements in conjunction with or on behalf of FHWA.



Why are there "Phased" Record of Decisions?

- There has to be funding within the current PACOG Long Range Plan that corresponds to the construction cost of the footprint of the Record of Decision (ROD). Between today and 2035-2040 Pueblo has enough federal funds allocated to the area to afford construction from the Arkansas River north to the 50/47 interchange.
- The estimated cost of construction south of the Arkansas River is 450 million in 2010 dollars.



What's next north of the Arkansas

- CDOT is identifying potential future funding sources and getting projects identified as candidates. One future possibility of funding is SB228 funding from the State's General Fund. The 29th St interchange area is a project identified for SB228 funding.
- CDOT along with local planning partners have created a 10 year projects list which doesn't have a specific funding source but the projects on the list are identified as significant. The US50 interchange area is one project on that 10 year list as well as the City Center to 13th interchange area.



So why are we working on bridges south of the Arkansas River?

- The existing bridges south of the Arkansas - specifically Northern, Mesa, and Indiana bridges are in really poor health. We will not be in that remove and replace state for decades. These bridges can not continue to serve in their current location without maintenance. With the Ilex project we are doing maintenance and rehabilitation to these bridges in order to get another 25-30 years of useful life.
- The work we are doing to these bridges is not related to the proposed improvements included in the Environmental Impact Statement.



How Are CDOT/FHWA and EPA working together?

Phase 1
Record of Decision

- CDOT and EPA have met periodically in the past to discuss each other's process and schedule. Early on it was realized that our two processes and schedules would not overlap. CDOT's schedule might spend Federal dollars in the Eiler's Neighborhood decades from now.
- In the future, CDOT and EPA plan to meet periodically to discuss any changes in each other's processes or schedules to see if there are newly discovered opportunities to wisely spend federal tax dollars.





Questions?

For More Information:

Colorado Department of Transportation website:

<https://www.codot.gov/projects/ilexbridges>

Email: j25ilex@PublicInfoTeam.com

Hotline: (719) 470-2270

CDOT Resident Engineer: Joe DeHeart

joe.deheart@state.co.us or (719)546-5439